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ltr dtd 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO
AGAM-P (M) (29 Mar 67) FOR OT

3 April 1967

SUBJECT: Operational Report - Lessons Learned, Headquarters,
17th Combat Aviation Group (U).

AD389783

FILE COPY

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TO: SEE DISTRIBUTION

18 OACSFOR 19 OT-RD-660347

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 17th Combat Aviation Group for quarterly period ending 31 October 1966. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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(Continued on page 2)

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Operational rept. for quarterly period ending 31 Oct 66.

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DEPARTMENT OF THE ARMY
HEADQUARTERS 17TH COMBAT AVIATION GROUP
APO 96240

AVGD-SC

14 November 1966

SUBJECT: Letter of Transmittal

THRU: Commanding General
I Field Forces, Vietnam
APO 96240

Commanding General
1st Aviation Brigade
APO San Francisco 96307

Commanding General
United States Army, Vietnam
APO San Francisco 96307

Commander in Chief
United States Army, Pacific
APO San Francisco 96558

TO: Assistant Chief of Staff for Force Development
Headquarters, Department of the Army
Washington DC, 20310

1. Transmitted herewith is one (1) copy of 17th Combat Aviation
Group letter, SUBJECT: Operational Report for Quarterly Period

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

FOR OT RD
660347
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AVGD-SC
SUBJECT: Letter of Transmittal

14 November 1966

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Ending 31 October 1966, Report Control Symbol CSFOR-67, dated 14 November 1966.

2. Upgrade unclassified when separated from classified inclosures.

FOR THE COMMANDER:

1 Incl
as

DE Hackney, GPO, AGC
FRANKLIN L. WILSON
LTC, Infantry
Adjutant

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DEPARTMENT OF THE ARMY
HEADQUARTERS 17TH COMBAT AVIATION GROUP
APO San Francisco 96240

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AVGD-SC

11 November 1966

SUBJECT: Operational Report for Quarterly Period ending 31 October 1966
RCS CSFOR-65

TO: See Distribution

SECTION I: SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES

1. (C) General

a. Mission: The mission of the 17th Combat Aviation Group is to provide aviation support as directed to United States, Army of the Republic of Vietnam, and other Free World Military Assistance Forces for the conduct of combat, logistical or other counterinsurgency operations

b. Organization and strength as of 31 October 1966

(1) Group Organization:

HHC 17TH COMBAT AVIATION GROUP

HHC 10TH CAB	HHC 14TH CAB	HHC 52ND CAB	HHC 223RD CSAB
48th AML	161st AML	119th AML	18th FW-LT
117th AML	174th AML	155th AML	131st OV-1
129th AML	282nd AML	170th AML	183rd FW(O-1)
281st AML		179th AMM	219th FW(O-1)
180th AMM			220th FW(O-1)
			92nd FW-MT
			135th FW-MT


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SUBJECT: Operational Report for Quarterly Period ending 31 October 1966
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(2) Group Strength:

STRENGTH AUTH/ASGD

UNIT	OFFICER Auth/Asgd	WARRANT OFFICER Auth/Asgd	ENLISTED Auth/Asgd
Hq 17th Cbt Avn Gp	18/29	2/5	65/98
10th Cbt Avn Bn	102/177	196/114	1166/1352
14th Cbt Avn Bn	64/99	129/54	745/882
52nd Cbt Avn Bn	88/147	154/114	1135/1104
223rd Cbt Avn Bn	219/179	97/60	1247/1262
Total	491/631	578/347	4377/4633

(3) Aviator Strengths

17th Cbt Avn Gp is authorized 90% of TOE strength.

UNIT	90% AUTH/ASGD
Hq 17th Cbt Avn	11/23
10th Cbt Avn Bn	252/216
14th Cbt Avn Bn	162/147
52nd Cbt Avn Bn	202/190
223rd Cbt Avn Bn	271/201
Total	902/777

c. Command Relationship

(1) Col John W Marr, Infantry, commanded the 17th Combat Aviation Group throughout this period.

(2) Change of command within subordinate units: On 21 September LTC William K Gearon, Armor, assumed command of the 223rd Combat Aviation Battalion vice Major Charles H. Drummond, Artillery.

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11 November 1966

SUBJECT: Operational Report for Quarterly Period ending 31 October 1966
RCS CSPOR-65

d. Organizational Changes.

(1) 223rd Combat Support Aviation Battalion was activated on 15 May 1966. It became operational on 4 September. The battalion has assigned three (3) O-1 companies, one (1) U-1A company, one (1) OV-1 company and two (2) CV-2 companies. The mission of the 223rd Combat Support Aviation Battalion is to provide fixed wing aviation support as directed by the Commanding Officer, 17th Combat Aviation Group in developing and maintaining an effective conventional and counterinsurgency capability in support of US Forces, Republic of Vietnam Forces and other Free World Military Forces.

(2) 180th Aviation Company (AMM)(CH-47): This unit arrived in country on 22 October and is presently staging at Dong Ba Thin. It will be assigned to the 10th Combat Aviation Battalion and moved to a permanent location at Tuy Hoa when facilities permit. The 180th AMM Company is expected to become operational on 15 December 1966.

2. Intelligence - VR Program II Corps

A. In I Field Forces Vietnam and II Corps Advisory Group, utilization of O-1 Aircraft is presently split both in operational control and missioning. A VR study presently being conducted indicates duplication of effort, in that aircraft utilized by US Forces are receiving the same type mission that II Corps Advisory Group - O-1 Aircraft could have accomplished. The VR Program has been reduced in assets on occasion to fulfill requirements of US Forces.

3. Operations and Training Activities

a. Plans

(1) Support of all major operations requiring aviation support within II Corps was planned and initiated by 17th Combat Aviation Group. Major operations and missions were received from CG, I FFORCEV. 17th Combat Aviation Group planned aviation assets and supported the operations with units assigned.

b. Operations

(1) Narrative Summary of Significant Operations: 17th Combat Avn Gp units participated in the following Major Operations.

Operation	AVN Units	Opn Dates	Major Unit (S)
Paul Revere II	119th Avn Co	1-25 Aug	1st Cav Div (AM) 3rd Bde 25th Inf Div
Paul Revere III	155th Avn Co 119th Avn Co 170th Avn Co	26 Aug-18 Oct	3rd Bde 25th Inf Div
Paul Revere IV	117th Avn Co 119th Avn Co 155th Avn Co 170th Avn Co	18 Oct. continuing	2nd Bde 4th Inf Div

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6.

Operation	Avn Units	Opn Dates	Major Unit (s)
Clinton	174th	2 Oct- cont- inuing	B50 Det, OMEGA,
John Paul Jones	161st, 117th 48th 129th	21 Jul-5 Sep	1st Bde 101st Abn Div 2nd ROK Marine Bde
Mang Ho 6	119th 161st	23 Sept-cont- inuing	CAP ROK Inf Div
Adams	174th	26 Oct-contin- uing	1st Bde 4th Inf Div
Byrd	Reinforce 155th	25 Aug-contin- uing	1st Cav Div (AM)
Seward	48th 117th 129th	6th Sept 25th Oct	1st Bde 101st Abn Div 1/22d Inf (2/4th)
Irving	129th 161st	2 Oct- 24 Oct	1st Cav-ARNV-ROK

(2) While the above operations were in progress various other smaller operations were conducted by Free World Military Forces and supported by 17th Cbn Avn Gp. Airmobile assets ranging from an airmobile platoon for Eagle Flights to Company size airmobile units for battalion operations were shifted to support planned ARVN and ROK operations to exploit targets of opportunity. In addition aircraft were used to support III Marine Amphibious Force in I Corps and the 1st Cav Div (AM) in Phan Rang.

c. Training

(1) Influx of new aviators has required a continuing training and standardization program. Subjects stressed are types of flying missions, flying conditions, and hazards encountered during combat missions.

(2) Artillery units of the 4th Infantry Division and 9th ROK Division requested and received Airmobile training. Subjects covered, included use of A-22 containers, cargo nets, use of slings to externally carry artillery weapons and vehicles, and type loads and weight limitation for CH-47 helicopters.

(3) Aviators from the 4th Infantry trained with aviation units of the 17th Combat Aviation Group. This training included an in country checkout by unit instructor pilots.

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(4) Mechanics from all units have been attending the AAMTAP maintenance courses. This has continued to improve mechanic maintenance skill levels.

4. (C) Logistical Activities

a. Maintenance Activities

(1) Aircraft augmentation plans for UH-1 units are 21 UH-1A and 8 UH-1B (armed) per company. Brigade maintenance officer has no final date for completion of the augmentation.

(2) During reported period average aircraft availability was 80.5%, average EDP rate was 7.0% and EDM rate was 12.5%.

5. (C) Signal:

a. TOE Equipment: Since several units of the Group have been operating with forward Command Posts co-located with supported ground units, communications requirements have increased considerably. FM radio, single-sideband radio, teletype and point-to-point circuits have been utilized to fill these requirements. Much of this equipment to terminate the circuits must be borrowed from other units since the current TOE does not authorize this equipment. Action is being taken to have it included in the MTOE.

b. Communications

(1) Backup off line crypto system is now on hand. This system (one-time pads) will allow the Group and Battalion Headquarters to pass classified messages (up to and including SECRET) between Headquarters by any transmission means available. Although the one-time pad requires that messages be short and concise, it is advisable for units to use this type of system rather than other mechanical off-line systems because of simplicity and ease of storage and accountability.

(2) One of the Aviation Battalions will soon move to a new location. Plans have been made for a point to point teletype circuit between Group and the Battalion. This is required because the Area Communications System is unable to handle "Mission Type" messages in the time frame required.

6. (U) Aviation Medicine.

a. Facilities.

(1) The 10th Combat Aviation Battalion is operating a consolidated Aviation Dispensary at Dong Ba Thin.

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(2) The 14th Combat Aviation Battalion is utilizing a temporary dispensary prior to construction of a permanent site at Phu Tai.

(3) Camp Holloway is supported by a consolidated Aviation Dispensary staffed by the 52nd Combat Aviation Battalion.

(4) Area Aviation Medicine coverage to I Corps is provided by the 134th Medical Detachment (OA) at Hue Phu Bai by utilization of a flight surgeon and a general medical officer. Area coverage is also provided Qui Nhon Army Airfield by the 163rd Medical Detachment (OA).

b. Capabilities.

(1) Complete clinical aviation medical care is available at all consolidated dispensaries.

(2) In isolated instances, requisitions are outstanding for non TOE medical items required for a total capability. Expected revision of the (OA) Medical Detachment concept to a consolidated aviation battalion Flight Dispensary concept under MTOE will alleviate this situation.

7. (U) Flight Safety

a. Period 1 August - 31 October 1966.

	RW	FW	TOTAL
Major Accidents	17	9	26
Combat Losses	6	3	9
Forced Landings	4	3	7
Precautionary Landings	4	16	20
Incidents	10	3	13

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b. Aircraft Accidents

MONTH	R/W	F/W	TOTAL	RATE	FATALITIES
August	6	3	9	31.0	4
September	5	4	9	30.2	4
October	6	2	8	25.3	0

c. Combat Attrition

MONTH	R/W	F/W	TOTAL	FATALITIES
August	2	1	3	0
September	0	2	2	1 (2 MIA)
October	6	0	6	8

d. Incidents

		P/L	F/L
August	3	8	2
September	3	8	2
October	7	4	3

4. Cumulative accident rate per 100,000 hours flying time during period: 28.6

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PART 1, Observations (Lessons Learned)

1. Personnel.

a. Item - Non-receipt of Assignment Instructions

Discussion: An undue administrative burden is placed on personnel sections, and considerable inconvenience is caused to individuals when assignment instructions are not received a reasonable time in advance of DEROS. Several actions are taken at Group to reduce the probability of assignment instructions not being received. These Are:

(1) The importance of accurately reflecting DEROS is emphasized to Morning Report Clerks.

(2) AOR rosters are carefully checked against qualification records (DA Form 20 and 66) for reflection of DEROS.

(3) Special emphasis is placed on immediate annotation of extensions and curtailments on Morning Reports, qualification records and AOR Rosters.

(4) Names of individuals without assignment instructions are promptly reported in accordance with USARV regulations.

(5) Telephonic follow-up is made on names submitted.

Observation: The above listed actions, if enforced and supervised, will reduce the number of instances of non-receipt of assignment instructions, and will insure that those individuals affected are not held beyond their DEROS.

b. Item - Aviator Recquisitions

Discussion: Present requisitioning procedures for aviators requires requisitioning for projected losses eleven months in advance. Recquisitions must reflect specific positions which require replacement. The personnel turbulence which exists in an operational theater caused by diversions, infusion programs, and normal reassignments precludes a high degree of accuracy in projecting specific position vacancies. Numerous diversions are made at 90th Replacement Battalion and this headquarters also diverts individuals to fill operational needs. Less than 70% of aviators reach the unit specified in their initial DA orders. The system of transferring requisition line numbers with an individual to a new unit has proven unworkable when infusion programs are effected. Within aviation units, most aviators change position assignments once during their tour, and a large number more than once. The end result is that the present system of aviator requisitioning is largely unworkable.

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// Observation: The entire concept of unit to unit assignment for aviators should be re-examined. A system of bulk requisitioning may well provide a more accurate and workable plan and would enable commanders at each level to assign incoming replacements based on operational requirements.

2. (C) Operations:

a. Item - ARVN Aviation Support

Discussion: On several occasions requests for ARVN Aviation support did not allow sufficient time to properly plan shifting of aviation assets to meet the proposed operation requirements. Often this resulted in cancellation of the proposed operation.

Observation: Adequate time for aviation support must be received in order to insure proper support of ARVN missions.

3. (U) Training and organization

a. Item: Shortage of sling equipment

Discussion: During Airmobile training with new artillery units a severe shortage of sling equipment existed. Therefore many loads normally carried externally had to be loaded internally causing excess ground time in loading CH-47 helicopters.

Observation: Artillery units departing CONUS should be made aware that sling equipment for airmobile operations is a unit responsibility.

4. (C) Intelligence

a. Item: Area support system for VR missions.

Discussion: An area support system should be developed at sector level with liaison established between US Forces and Sector Advisor Group. This would help solve duplication of missions and consolidate some missions with one O-1 aircraft. An O-1 on a VR mission could easily perform Artillery adjustment or radio relay or be diverted from a nearby area for a specific mission. To control the aircraft and divert or give additional tasks would require only communication with a sector control which would be constantly informed by a sector Advisory Group. These sector controls should be located and based upon enemy threat, size of sector and size of operation.

Observation: An area support system would allow more efficient utilization of O-1 aircraft and enhance VR coverage in any given sector.

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b. Item: Area Familiarization of Pilots

Discussion: On VR flights aviators often cover large areas. It normally requires two weeks of flying for the aviator to become familiar with his area of responsibility. 12

Observation: To eliminate the long familiarization period aviators should be assigned the same area for VR when possible.

5. (C) Logistics

a. Item: Arrival Information on Newly Assigned Units

Discussion: Upon arrival from CONUS the 180th Aviation Company (AMM) advance party provided information concerning type aircraft (C-141), departure dates and loads for main body to follow. USARV requested diversion of C-141 aircraft from Tan Son Nhut to Nha Trang which was approved. Following that request no further information concerning arrival time or dates was received. The 17th Cbt Avn Gp was notified of the arrival of the first aircraft after the aircraft was on the ground at Nha Trang. It was found that the Unit Commander had sent an operational Immediate message which did not arrive until some three hours after aircraft arrived. The Unit Commander advised that the remainder of the unit would arrive on C-130 aircraft. A request was made through 14th Aerial Port for diversion of the remaining aircraft to Cam Ranh Bay which is closer to final destination. Diversions were made to debark the unit as near as possible to destination which in this case was limited by the capability of airfields to handle C-141 aircraft.

Observation: If correct information were provided concerning time and date of arrival of incoming units, better planning would have provided a debarkation plan, billets, mess and local transportation.

b. Item: Flying Hour Program on UH-1Ds

Discussion: In the past quarter, UH-1Ds in this Group flew an average of 74.8 hours per month per aircraft or 20% above the programmed flying hours. This is a significant increase over previous quarters which has resulted in a higher EDP and EDM rate. If these helicopters continue to overfly the flying hour program, a still higher increase in EDP and EDM will result. This is based on the fact that parts replacements are programmed on the flying hour program, therefore the aircraft will be down longer awaiting parts. Also, as the helicopter total time increases the frequency of scheduled maintenance will increase the down time for maintenance. Field Commanders should be made aware of this fact and program their operations based on the flying hour program. This would insure that the helicopters are properly maintained and that they would be more responsive for operations of the Field Commander.

c. Item: Airmobile Unit PLL - ASL

Discussion: Airmobile units are being deployed from

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CONUS to RVN with a 90 day support package rather than a PLL - ASL. Upon arrival in RVN they are permitted to submit their PLL - ASL and start requisitioning the items. It has been found that the 90 day support package does not contain all the items needed for proper operation and contains items that cannot be used in RVN.

Observation: Units being deployed from CONUS to RVN should have a PLL - ASL computed from appropriate manuals and be permitted to requisition items in their PLL - ASL prior to departure from CONUS. Thus when they arrive in RVN their machine record cards would be prepared and requisitions would be filled upon their arrival.

d. Item: Heavy Lift PLL - ASL

Discussion: Medium helicopter units being deployed from CONUS to RVN are arriving in the area with their PLL - ASL only 85% filled. The 15% not filled is normally high mortality items. This causes many of the aircraft to be EDP, which would not happen had their PLL - ASL been filled prior to departure from CONUS.

Observation: Medium helicopter units being deployed from CONUS to RVN must have their PLL - ASL 100% filled to insure that high mortality items, which normally cause aircraft to be EDP, are available for immediate replacement. This will help the unit become operational ready in a minimum of time after arrival in RVN.

e. Item: Repair Parts Supply Support

Discussion: Subordinate units reported inadequate repair parts supply support. Subsequently more frequent technical assistance visits, by backup support supply unit supervisors; and closer liaison with supported units has resulted in a more responsive supply system. Many technical difficulties and misunderstandings have been avoided through coordination by supervisors rather than the "nuts and bolts" personnel.

Observation: Closer liaison between support and supported units in a "must" for continuous satisfactory operation, especially with the type air operations being conducted in RVN.

6. (U) Medical

a. Item: Aviator Fatigue.

Discussion: Flying Hours - with continued input of ground units requiring increased aviation support, flying hours of the individual aviator have increased to an unprecedented level. Aviators in aviation companies (AML) with primary flying duties frequently exceed 120 flying hours per month.

Observation: To prevent aviator fatigue, aviators must be closely observed by the unit flight surgeon and the commander. 48 hour stand down by the unit commander is current policy within the 17th Combat Aviation Group for those aviators felt to require it. All aviators are required to be seen by their unit flight surgeon upon reaching 60 hours in a consecutive 30 day period.

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b. Item: Tropical Fatigues

Discussion: Clothing - Tropical fatigues are not available for issue to Helicopter Companies. With a regulation prohibiting the wearing of flight suits for Army aviators, the need for a loose fitting uniform of light weight material is apparent. Normal sateen fatigue uniforms are cut smaller, of heavier weight material and have few available pockets to an aviator in the aircraft seat. Dermatitis conditions are found to be excessive in Army aviators wearing normal issue fatigues. A decreased incidence is apparent with tropical fatigues.

Observation: Issue of tropical fatigues to Helicopter Companies should be authorized in lieu of flight suits.

7. (U) Safety

a. Item: Combat Loss Reporting

Discussion: In many cases, because of the tactical situation, mission requirement and influencing hostile or combat environment, aircraft are flown into, what normally would be considered, unsuitable landing zones and short field strips. In addition, flights are conducted over terrain unsuitable for forced landings. In the event of a mishap resulting in damage to the aircraft, the aviator and his unit are charged with an accident, even though it was unavoidable, and indirectly caused by the combat situation.

Observation: A need exists for a positive definition of hostile or combat environment and an aviation mishap classification of "combat induced loss", not chargeable to the aviator or his unit.

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Part II, Recommendations

1. (U) Personnel

a. No recommendation

b. Recommend consideration be given to system of bulk requisitioning of aviators. In such a system Group would prepare aviator requisitions based on total Group requirements, with all incoming aviators to be assigned initially to HHC of Group. Intransit strength accountability would then be maintained by Group and assignments made by Group to subordinate units based on commander's priorities.

2. (C) Operations

Recommend mission approval for ARVN operations be received two (2) days prior to mission requirement date in order to insure proper aviation support.

3. (U) Operations and Training

Recommend all Artillery Units departing CONUS be equipped and trained to participate in Airmobile operations utilizing medium helicopter support.

4. (C) Intelligence

a. Recommend a staff study be made of VR operations to more effectively utilize O-1 aircraft.

b. Recommend aviators be assigned the same VR area whenever possible.

5. (C) Logistics

a. Recommend that arrival information on newly assigned units be disseminated to parent unit as soon as possible to facilitate arrival plans.

b. Recommend the flying hour program be closely followed to insure that EDM percentage does not go higher than present forecast.

c. Recommend airmobile units be deployed from CONUS with a PLL - ASL completed from appropriate manuals so they can arrive with proper maintenance back up supplies.

d. Recommend that medium helicopter units departing CONUS have their PLL - ASL filled 100%.

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6. (U) Medical

a. Recommend that a flying hour policy be prescribed and followed by all aviation units.

b. Recommend Helicopter Units be supplied with tropical fatigues and issued to Aviators.

7. (U) Safety

Recommend a positive system be devised to identify Combat loss/Accident Determination.

JOHN W. MARR
COL, Inf
Commanding

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 - Thru 1st Avn Bde
 - Thru USARV
 - Thru USARPAC
 - TO: ALSFOR DA
- 2 Thru Field Force V
 - TO: ACSFOR DA
- 1 TO: USARPAC
- 3 TO: USARV
- 1 TO 1st Avn Bde

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UNIT	AUTHORIZED	ASSIGNED	KIA	WIA	MIA
HH, 17th Avn Gp					
Aug	115	135	0	0	0
Sep	115	131	0	0	0
Oct	85	124	0	0	0
10th Avn Bn					
Aug	1626	1769	0	3	0
Sep	1206	1409	0	0	0
Oct	1464	1643	4	0	0
14th Avn Bn					
Aug	1919	1889	0	1	0
Sep	993	987	0	0	0
Oct	938	975	0	0	0
52nd Avn Bn					
Aug	1542	1452	0	0	0
Sep	1377	1312	0	1	0
Oct	1377	1365	4	0	0
223rd Avn Bn					
Aug	0	0	0	0	0
Sep	1590	1515	0	0	0
Oct	1590	1501	0	2	0

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Total A/C HOURS Flown Availability EDP EDM

August

17th Avn Gp	28921	82.3%	4.9%	12.8%
HHC	64			
10th Avn Bn	11106	85.8%	2.3%	11.9%
14th Avn Bn	9989	77.3%	7.4%	15.3%
52nd Avn Bn	8062	88.6%	5.1%	6.3%

September

17th Avn Gp	29835	79.6%	8.0%	12.4%
HHC	68			
10th Avn Gp	6940	83.8%	5.8%	10.4%
14th Avn Bn	4981	76.1%	6.9%	17.8%
52nd Avn Bn	7092	76.6%	11.6%	11.8%
223rd Avn Bn	19754	82.5%	5.4%	12.1%

October

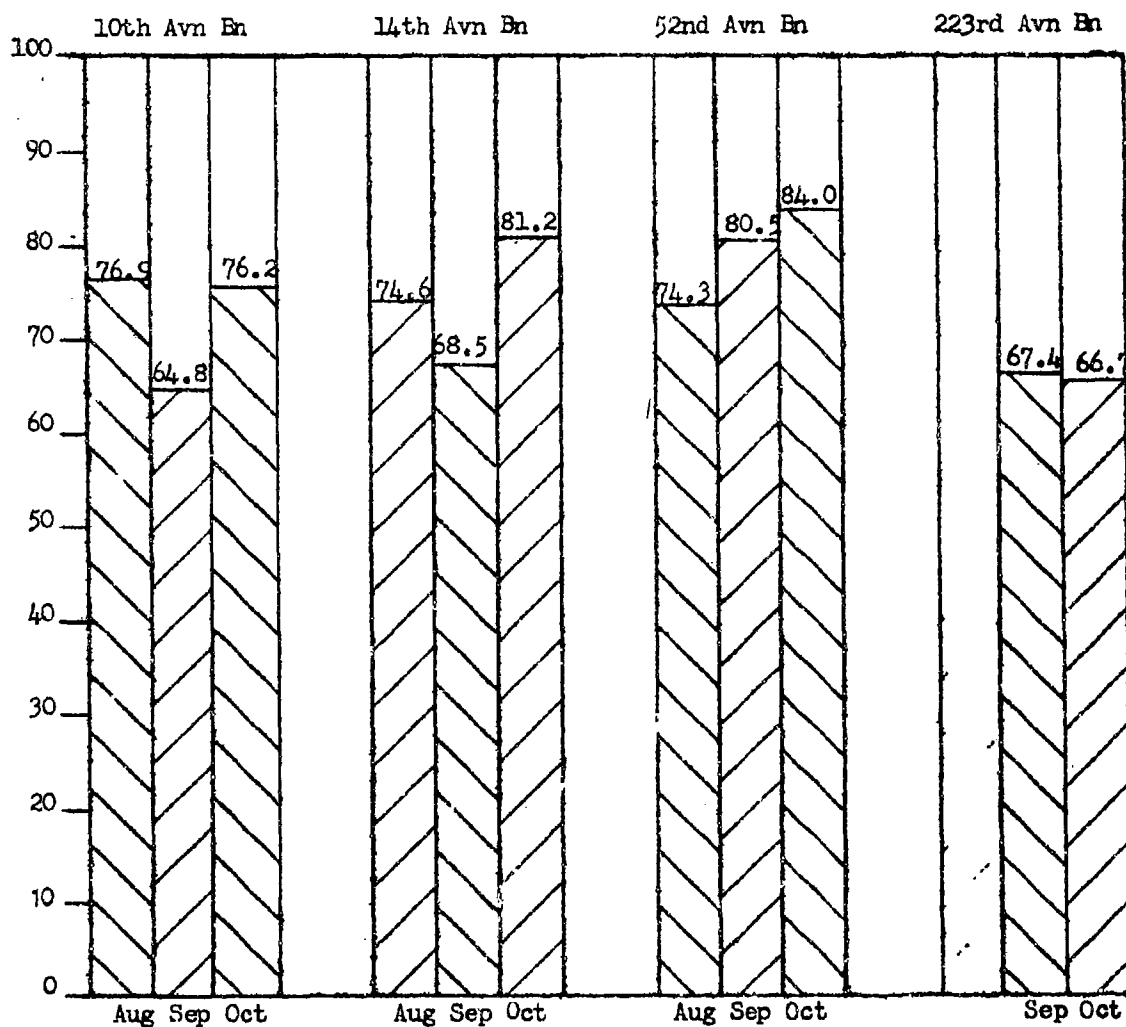
17th Avn Gp	31644	79.6%	8.2%	12.2%
HHC	105			
10th Avn Bp	7388	75.3%	14.2%	10.5%
14th Avn Bn	5470	80.3%	7.6%	12.1%
52nd Avn Bn	7483	82.8%	8.9%	8.3%
223rd Avn Bn	11198	79.9%	2.1%	18.6%

SUMMARY OF MAINTENANCE PERFORMANCE

Incl 2

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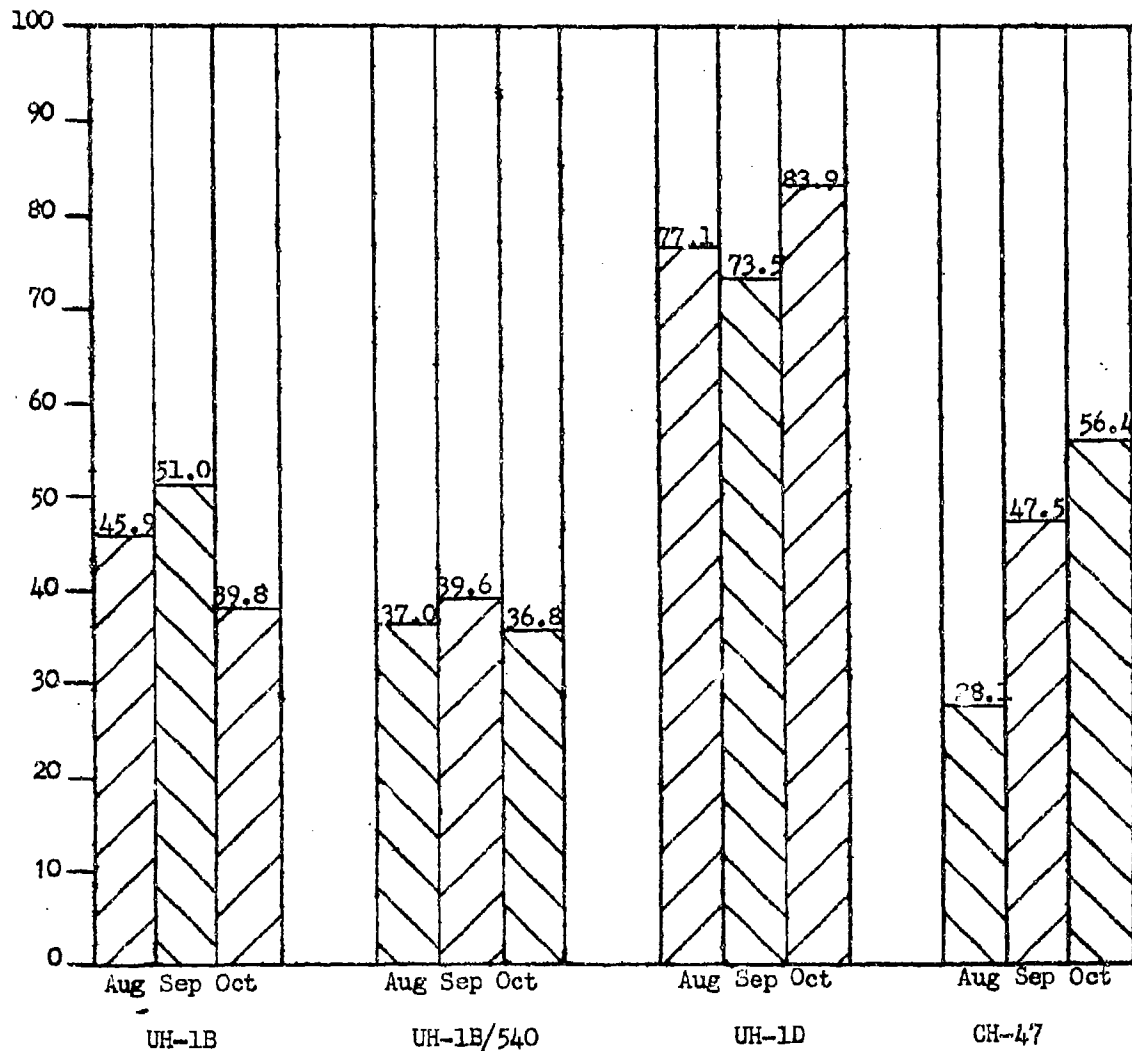
PERCENTAGE OF PRESENT FOR DUTY STRENGTH OF AUTHORIZED AVIATORS

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AVERAGE FLYING HOURS BY TYPE AIRCRAFT

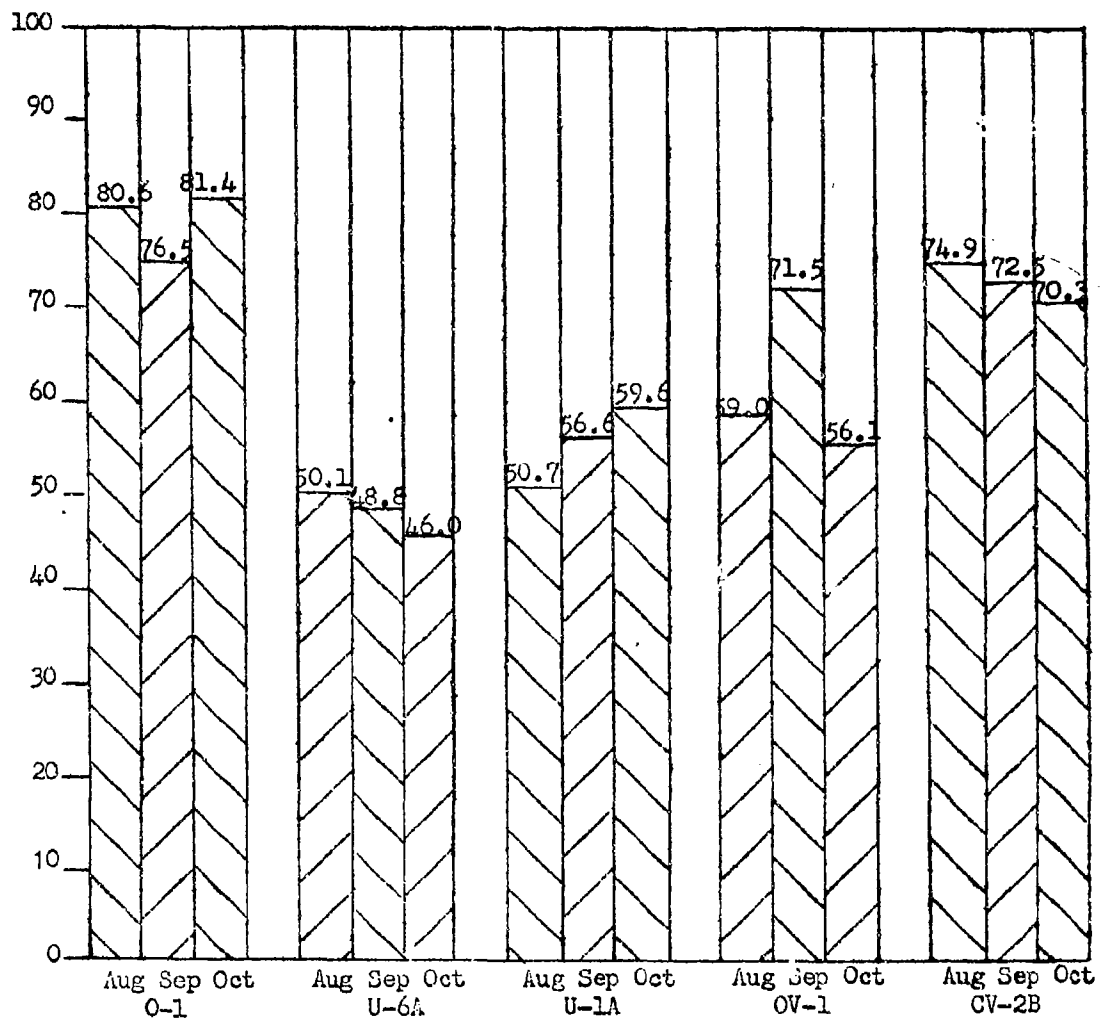
ROTARY WING

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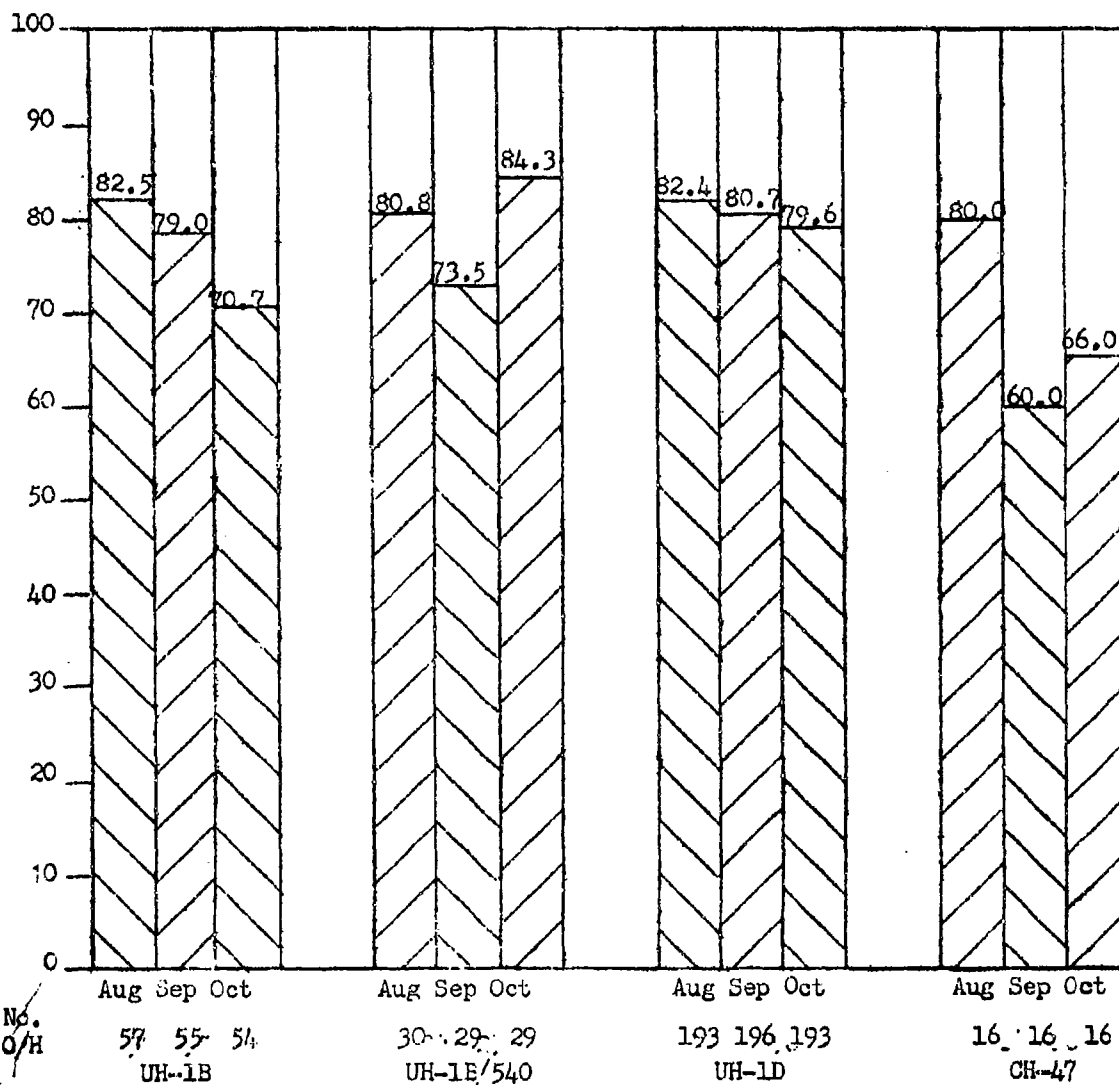
AVERAGE FLYING HOURS BY TYPE AIRCRAFT
FIXED WING

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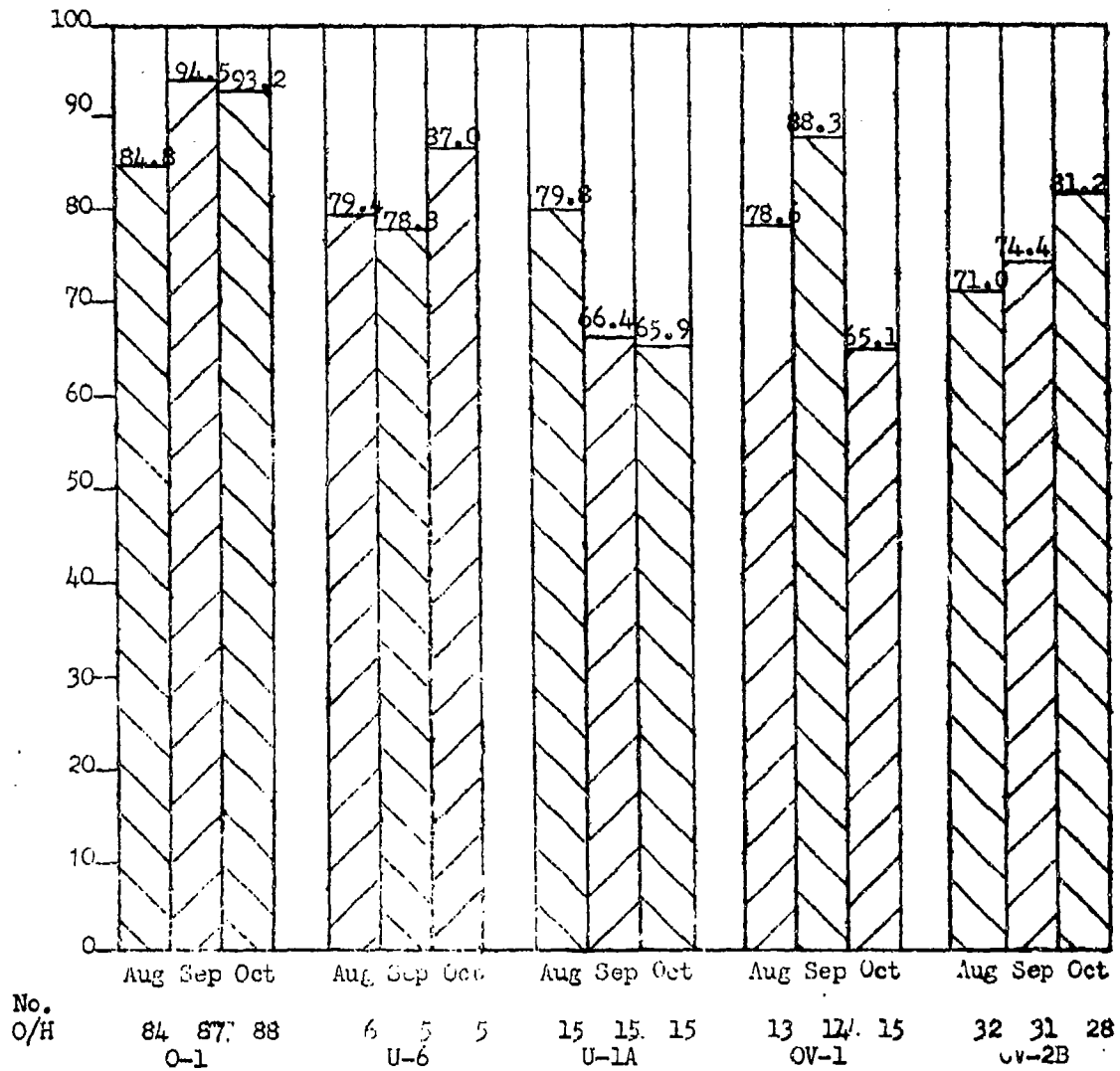


PERCENT OPERATIONAL READY
ROTARY WING

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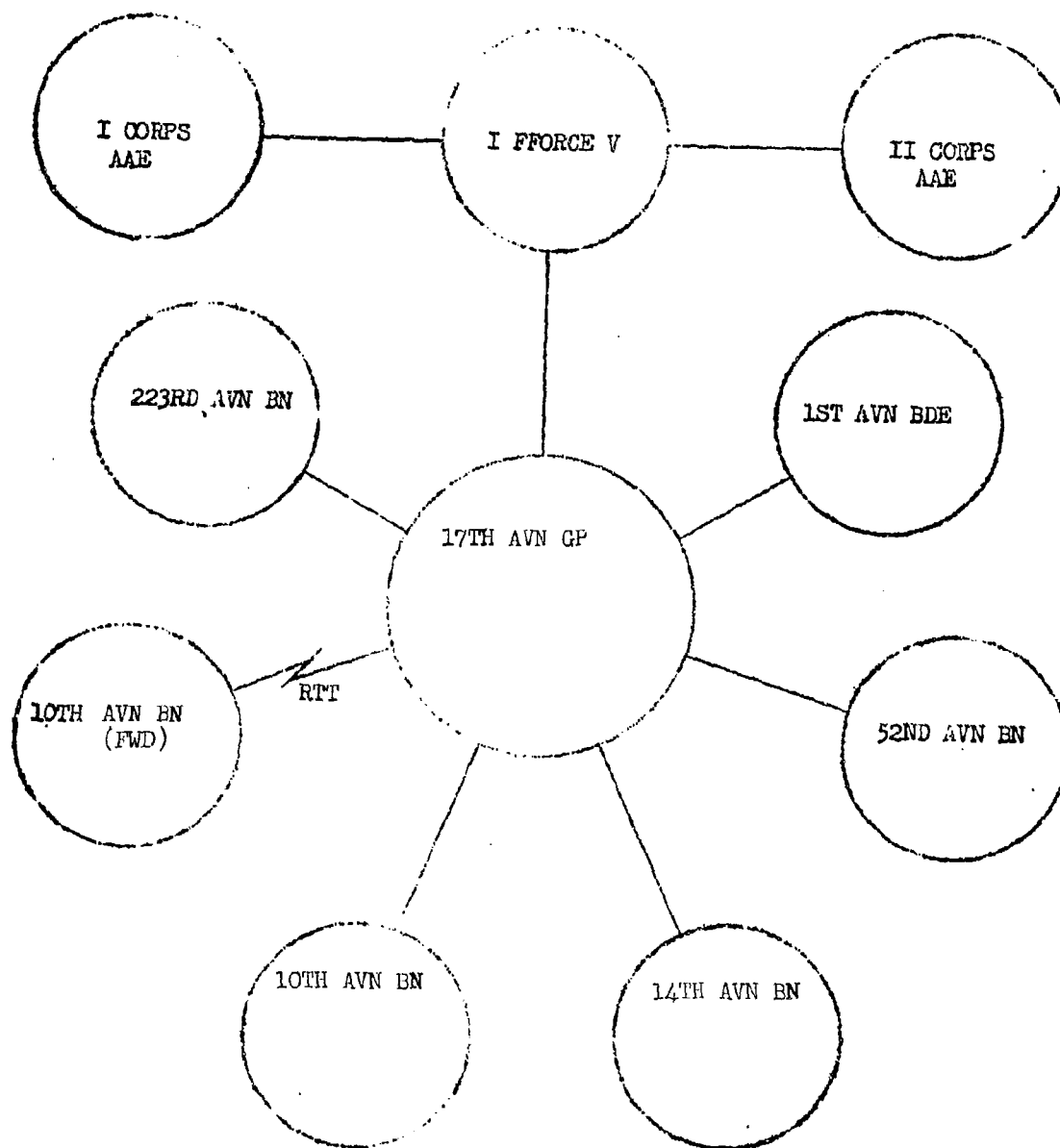
PERCENT OPERATIONAL READY
FIXED WING

Inclosure 7

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NOTE: All Circuits Secured with Cryptographic Equipment

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AVFA-RC-O&T (14 Nov 66) 1st Ind
SUBJECT: Letter of Transmittal (u)

Headquarters, I Field Force Vietnam, APO US Forces 96350 15 DEC 1966

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington DC 20310
Commanding General, 1st Aviation Brigade, APO US Forces 96307

(C) 17th Combat Aviation Group Operational Report for Quarterly
Period Ending 31 Oct 66 is forwarded with the following comments:

a. Section I, Paragraph 3c(2): Towed non-divisional 105mm and 155mm howitzer battalions, upon arrival in-country, require training similar to that afforded 4th Infantry Division and 9th ROK Infantry Division Artillery units. These units are subject to deployment as airmobile artillery. Action has been initiated by I FFORCEV Artillery to provide this training to units concerned.

b. Section II, Part I, Paragraph 3 (Shortage of Sling Equipment): There is no authorization for non-airborne, light and medium artillery units to draw sling and load carrying equipment prior to arrival in Vietnam. Towed 105mm and 155mm howitzer units can anticipate assignment of airmobile missions in Vietnam, therefore, TOE's of these units should be augmented with air items prior to deployment.

c. Section II, Part II, Paragraph 4: A study of the Visual Reconnaissance Program for II CTZ has been made by representatives from this headquarters, 17th Combat Aviation Group, and II Corps US Army Advisory Group. The area support system was considered in this study. The findings of the study group and a proposed Visual Reconnaissance directive are currently being staffed.

e. Section II, Part I, Paragraph 6a: I FFORCEV UNCLASSIFIED message AVFA-CD-S B-2835, DTG 131737Z Nov 66, subject: Basis of Issue - Jungle Fatigues, states that non-divisional artillery and combat support units are not included within priorities established for issue of jungle fatigues. This headquarters has recommended that artillery and other selected combat support units (such as aviation companies) be included within the same priority as combat divisions.

FOR THE COMMANDER:

William H. Jones
WILLIAM H. JONES
Colonel, AGC
Adjutant General

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EOD 618 5200 10

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AVBA-C (14 Nov 66)

2nd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-66)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96307

26 DEC 1966

TO: Commanding General, U. S. Army Vietnam, APO 96307


1. Enclosed report of 17th Combat Aviation Group is forwarded with the following comments.

2. Part II, paragraph 1b, concur with this comment and recommend the following action. The G-1, USAFV should submit bulk personnel requisitions to the Department of the Army based on the established requisition lead time. Reassignment instructions issued by the Department of Army will assign the inbound aviator to a designated Army replacement battalion in Vietnam. Ninety days prior to the in-country arrival the G-1, USAFV will allocate replacements to the major commands for assignment. This system would require close coordination between the USAFV G-1 and the major commands to insure that the assigned aviator strength is maintained within the authorized level.

3. Concur with other recommendations as stated.

FOR THE COMMANDER:

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W. RIVERA
Captain, AGC
Asst Adjutant General

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29 AVHGC-DH (14 Nov 66)

3d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307
23 JAN 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1966 from Headquarters, 17th Combat Aviation Group as indorsed.

2. Pertinent comments are as follows:

a. Reference Paragraph 1b, Part I, Section 2: Concur in comments and recommendation of the 17th Aviation Group on bulk requisitioning insofar as they apply to the group level of command. This procedure is presently in use by other major subordinate commands of USARV and is in accordance with USARV Regulation 614-185, which outlines officer requisition procedures.

b. Reference Paragraph 3, Part 1, Section 2 and Paragraph b, 1st Indorsement: Concur in observation concerning authorization of air items for light and medium artillery units being deployed to Vietnam.

c. Reference Paragraph 5c and 5d, Part 1, Section 2 and Paragraph 5c and b, Part 2, Section 2: Concur in observations regarding PLL-ASL requirements for deploying air mobile and medium helicopter units.

d. Reference Paragraph 6b, Part 1, Section 2 and Paragraph e, 1st Indorsement: Consideration currently is being given to issue of 5 tropical fatigue uniforms to all personnel serving in combat support units. This would include all personnel assigned to non-divisional artillery and aviation units. Based on current CONUS production estimates, it is expected that all Army personnel serving in RVN will be issued the tropical fatigue uniform within the next four months.

e. Reference Paragraph 6a, Part II, Section II: AR 95-17, dated 29 August 1963, is the basic document providing guidelines regarding flight time limits and crew rest. Additionally, USARV message unclas AVHAV-O 36110, subject: Flying Hour Policy, DTG 171245 Nov 66, provided guidance for flying hour limitations and directed that control of fatigue be exercised by the unit flight surgeon, the unit commander and the individual aviator.

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AVHGC-DH (14 Nov 66)

23 JAN 1967

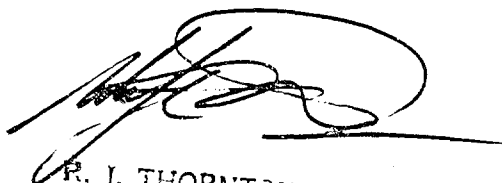
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SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 October 1966 (RCS CSFOR-65)

f. Reference Paragraph 7, Part II, Section II: This headquarters proposed to Fifth Joint Services Safety Conference in September 1966 that a third category of aircraft mishaps, i.e., combat induced accidents, be established. This proposal was not favorably considered. Information has been received informally at this headquarters that a change to AR 385-40, to include a combat loss definition, is presently being staffed at Department of the Army.

g. Reference Paragraph 2, 2d Indorsement: Nonconcur. Studies conducted at this headquarters have resulted in conclusion that unit-to-unit replacement system, as currently used in USARV, is superior and more responsive to needs of the command.

FOR THE COMMANDER:



R. J. THORNTON
1st Lt, AGC
Asst Adjutant General

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